

Kulis Land Use Plan**REVISED ALTERNATIVES PUBLIC MEETING NOTES**

May 24, 2010, Kincaid Elementary School

Open House	7:00 – 7:30 p.m.
Presentation	7:30 – 8:00 p.m.
Questions & Comments	8:00 – 9:30 p.m.

- Project Team Representation

ANC: John Parrott, John Johansen, Jack Jones, Teri Lindseth, Trudy Wassel

DOWL HKM: Tom Middendorf, Maryellen Tuttell, Brian Hanson, Colleen Wilt, Jessica Semmler, Tim Potter

- Attendance

16 attendees recorded on the sign-in sheet (not including those from the Project Team).
No Kulis Advisory Group (KAG) community representatives in attendance.

- Open House

Attendees were able to visit project display stations, view project information, ask questions, and share comments on the Kulis Land Use Plan. Display stations presented information on the project overview and objectives, revised land use options and phasing, and community concerns/impacts.

- Presentation

Tom Middendorf, DOWL HKM, opened the meeting, welcomed those in attendance, and introduced the purpose of this third public meeting, the project goals and objectives, and schedule.

Maryellen Tuttell, DOWL HKM, presented the summary of comments heard from Public Meeting #2 (March 30, 2010) and the neighborhood walk-through conducted on April 17, 2010.

Tom Middendorf presented the four long-term layout options for the Kulis site:

- Option 1 – No change from preliminary layout presented at Public Meeting #2
- Option 2 – Revised end of Group IV Taxilane near east end so that taxilane does not extend as far to the east and the added lease area will provide additional buffer between taxiing aircraft and the neighborhood
- Option 3 – Revised end of Group IV Taxilane on the Alternate Layout near east end so that taxilane does not extend as far to the east and the added lease area will provide additional buffer between taxiing aircraft and the neighborhood

- Option 4 – No change from preliminary layout presented at Public Meeting #2

Tom Middendorf presented proposed phased development options:

- Preliminary Phasing: Two phases – Northern half and southern half of site
- Revised Phasing: Three phases – Aeronautical development in NW quadrant 1-5 years; NE quadrant 1-20 years; Southern half 20-30 years; interim non-aeronautical use of southern half
- Phase 1 Development Concept – a proposed development layout of the NW quadrant for near-term use that leaves open any of the four long-term layout options presented

Maryellen Tuttell discussed how community concerns (noise, traffic, aesthetics, environmental contamination, construction activity) may be addressed, emphasizing the attention being given to buffers, the possibility of a land trade between ANC and the Municipality of Anchorage (MOA), and coordination with the West Anchorage District Plan.

• Questions & Comments

Q = Question R = Response C = Comment

Q: What taxes does Kulis pay to the city? What taxes does the airport pay to the city?

R: *Both the Air National Guard and the airport (ANC) are government agencies and do not pay taxes. Tenants of the airport do pay taxes and fees to the city.*

Q: What has been the response of businesses to use/develop the Kulis site?

R: *The business interest survey found positive interest in Kulis due to its existing infrastructure. Approximately 20 people with a business interest attended the recent tour of Kulis. Actual use and development of the site will depend on cost, among other factors.*

Q: How long will the project team be taking comments?

R: *Through September 2010. Final report is due out in October.*

Q: If the strip of land on the east side of the site were to be part of a land swap between ANC and MOA, would the perimeter road be used or abandoned?

R: *A perimeter road is needed around airport property, but it may not necessarily be in its present location if a land swap were to occur.*

Q: Does the Kulis site appeal more to smaller airlines?

R: *The taxiway and taxilane group designations give an indication of the size of aircraft anticipated to use the site. The far north end could potentially see large aircraft (747) use, but the interior of the site would most likely see smaller aircraft activity.*

Q: What have you heard about possible helicopter use on the site?

R: *Helicopter use of the site is possible. Era operates helicopters from its lot in the South Airpark, staying away from the main airport operations area. ANC would evaluate helicopter operations on the Kulis site if proposed but has not heard that there is an existing demand.*

Q: Who is responsible for hazardous materials/contamination on the Kulis site?

R: *An environmental study was conducted, and most of the identified contamination has been remediated. Most of the sites are closed, meeting Department of Environmental Conservation clean-*

up levels. ANC has requested additional testing, especially since some of the buildings will be demolished and will expose areas previously inaccessible for testing. Any agreement between the ANG and ANC for any contamination or remaining hazardous material after the transfer of building ownership and return of the land to Airport inventory will be addressed in final closeout documentation.

Q: With Option 4, what control does ANC have on the size of aircraft using the site?

R: *The project team will explore that option further over the next few months and better clarify any restrictions that ANC may impose on use of the site by a third-party developer. The reason that option is included in the long-term development options is that ANC received interested from a party who presented a campus-style proposed use of the entire site. ANC wanted to be sure that an option for a single developer such as this was included in the alternatives. A party wanting to perform major redevelopment, as opposed to making use of the existing buildings and facilities, would undergo significant scrutiny.*

• Other Questions & Comments Collected during Open House

Q: What are the plans for the area north of Air Guard Road & DeLong Drive?

R: *The area would be expensive to develop. Future airport planning will likely address this area.*

C: The plan is fairly general. Neighbors would like to have input when specific developments are proposed.

C: Retain the trees, visual and noise screening, and airplane setbacks on east boundary with neighborhood.

Q: Who is responsible for the electric power line that runs along the boundary between Kulis and the east neighborhood? Who is liable if someone is hurt? The line hangs very low.

R: *Power is likely provided by Chugach Electric.*

Q: There is a drain just west of the property of the most northerly house on Air Guard Road. This drain is important at "break-up" time when melt water flows to the north. When that drain gets plugged, the melt water forms a large pond which comes to within two feet of my house. Also, there have been times when there have been very heavy rain falls which form ponds. One time the pond flowed into my crawl space. In the past, the Air Guard has responded to concerns with pond formation. The question now is who will be responsible when the Air Guard is gone?

R: *Call the airport.*